

COUNTRY	Germany (Soviet Zone)	25X1	REPORT NO.	
TOPIC	Jueterbog-Altes Lager Airfield		25X1	
EVALUATION		25X1	PLACE OBTAINED	
DATE OF CONTENT	9 to 14 February 1952			
DATE OBTAINED			DATE PREPARED	13 March 1952
REFERENCES	25X1			
PAGES	2	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto	
REMARKS				

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1. Between 9 a.m. and 1:30 p.m. on 13 February 1952, 3 jet bombers were parked in a row on the east side of Jueterbog-Altes Lager airfield, 8 other jet bombers and 3 single-engine planes fitted with in-line engines were parked on the northern side in front of the hangars. The jet bombers were fitted with auxiliary fuel tanks. The planes including the tanks were covered with tarpaulins. About 25 men were being instructed on the single-engine aircraft. The weather was unfavorable and there was no flying. (1)
2. A mast about 5 meters high was observed on the western hangar; an aerial extended from it to a second mast south of the hangar. A caterpillar tractor was proceeding along the runway apparently breaking up the ice. Afterward, a group of 80 soldiers cleared the ice.
3. Between 9 and 14 February, 15 to 20 single engine planes referred to as Clark II and Clark IIIs by the Russians were parked in hangars No 5 and 6. These planes were fitted with a 12-cylinder V-engine, seats for the pilot and radio operator, two fixed machine guns and a flexible machine gun pointing to the rear. (2) Biplanes were also parked in these hangars. Hangars No 4 and 7 through 11 have a capacity of six to eight twin-jet planes each. Jet aircraft and ground attack planes are repaired in hangar No 7. [redacted] hangar No 8 was occupied by twin-jet aircraft. (3)
4. The field, which has been a military installation since 1935, was provided with a new runway and taxiway in 1950 and 1951. The landing field is on a slight elevation and has no drainage facilities. The new runway is 2,200 x 60 meters and has a concrete surface 20 to 25 cm thick. The old taxiway along the hangars is 30 to 35 meters wide, while the new taxiway parallel to the runway is 1,800 meters long, about 30 meters wide and has a cement surface. Aircraft revetments or hardstands are not available. The aircraft are parked in front of the hangars. The planes are covered with fir branches as camouflage.
5. There is a spur track from the Altes Lager railroad station to the repair hangar of the field. Another railroad connection, which branches out into three tracks, is also available. Crude oil was also stored in the gasoline dump. Hangars Nos 4 through 11 and the clothing and ration supply dumps east of hangar No 4 have railroad connections. In 1950 and 1951, a single-track railroad by-pass was built from Dennewitz to the Neues Lager railroad signal station about 1.5 km south of the field. (3)

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6. "rotating searchlight, which operated only during air activities, was observed near hangar No 11. Boundary lights 50 meters apart are along the south side of the installation. Spotlights apparently marking the direction of the main approach had been set up on the east side of the field along the railroad line. Red obstacle lights were observed on hangars Nos 4 and 11 and on a former radar tower. The weather station was housed in the tower of hangar No 11. Two radio tracks were mostly seen in the southern portion of the installation. The switchboard and teletype office was in building No 44. Except on its west side, the field is surrounded by a barbed-wire fence about 2 meters high. The hangars were guarded by sentries. At night, the installation was guarded by patrols with watch dogs. Light four-barreled and heavy AA guns were said to be emplaced in the wooded area west of the field. (4)

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Comments.

- (1) The jet bombers belong to an air reconnaissance regiment, which after being trained with this type of aircraft in Oranienburg between June and December 1951, moved to Justerbog. According to available information, the regiment is equipped with 18 planes. It is not known how many are of type 27 or 30. The single-engine aircraft are IL-10s, which belong to a ground attack regiment stationed at the field since 17 November 1951.
- (2) From the description of these planes it is believed that they were IL-10s. The designations Clark II and III is reported for the first time.
- (3) For location of the individual installations at the field, see Annex. The sketch of the northern part of the field is incorrect. Efforts have been initiated to obtain a corrected sketch. The present sketch is nevertheless forwarded because it is indispensable for the understanding of the information furnished by source.
- (4) A comparison with available records indicates that the information in the present report is essentially correct.

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- 1 through 3 Dismantled hangars
- 4 Repair hangar
- 5 and 6 Hangars
- 7 Assembly hall
- 8 Hangar and assembly shop
- 9 Repair hangar
- 10 and 11 Hangar with wind socket, occupied by aircraft ready for take-off
- 12 Test stands for piston and jet engines
- 13 Fuel dump
- 14 Neues Lager signal box
- 15, 16 and 17 Ration supply and clothing dumps with loading ramp on spur track
- 18 Steel tower, 30 meters high, lighted by a red light at night
- 20 Repair hangar for jet engines
- 21 Central heating plant
- 22 Main gate with guardhouse
- 23 Circular billeting building with class rooms
- 24 Quarters for army unit, headquarters in the basement
- 25 Same as item 24
- 26 Same as item 24, without headquarters
- 27 Same as item 26
- 28 Drill ground)
- 29 Athletic field)
- 30 Swimming pool) army area
- 31 Gymnasium)
- 32 through 35 Billets)
- 36 Kitchen
- 37 Air force billets (EM)
- 38 Air force billets (officers in the upper story, female office personnel on the ground floor)

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- 39 Headquarters building with MVD section
- 40 Wooden building 50x10 meters, club, motion picture theater, library
- 41 Wooden building, tool and materiel dump
- 42 Wooden building, kitchen
- 43 Wooden building, officers billets and utilities
- 44 Administration, switchboard and teletype office
- 45 Officers' club
- 46 through 50 Billets
- 51 Ranges for the adjustment of aircraft weapons
- 52 Altes Lager railroad station
- 53 Officer settlements consisting of three-story houses
- 54 Guardhouse I
- 55 Guardhouse II
- 56 MVD station
- 57 Billets for bachelor officers, three story buildings
- 58 Waltershausen estate; ammunition and ration supply dumps
- 59 Small fuel dump
- 60 Transformer station, 10 meters underground
- 61 Water tank, partly underground
- 62 Wooden fence, separating the areas occupied by air force and army units
- 63 Airfield boundaries.

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Jueterbog-Nites Lager Airfield

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Legend: See next page

